

Our War for Democracy is Here, Against the Bosses, Stassen and Tobin

THE INDUSTRIAL ORGANIZER

Official Organ of Motor Transport and Allied Workers Industrial Union Local 544-CIO
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MINNESOTA
HISTORICAL
SOCIETY

FIVE CENTS

544-CIO Appealing Stassen Ruling to Courts

544-CIO Statement On Stassen Ruling To Deny Elections

"Democracy is all right to talk about, and to send road on the tips of bayonets. But democracy is beyond reach of the Minneapolis drivers." This is what Governor Stassen's labor conciliator is saying to the public, though his decision to deny the drivers' petition for elections.

Challenge Ruling

Blair's ruling is based from beginning to end on defunct logic and brazen lies. It goes without saying that 544-CIO will challenge Blair's decision. Attorneys the union are moving to obtain a court review of the conciliator's ruling at the earliest possible moment.

Throughout this dispute between the Minneapolis drivers and Tobin, the only consistent exponent of democracy and a democratic solution has been Local 544-CIO. A single politician, not a single metropolitan newspaper, has lifted a finger to aid the drivers to win their democratic and legal rights to an election.

To arrive at his crooked decision, Mr. Blair has had disregard the testimony of hundreds of drivers that the union hoodlums sent into Minneapolis collected dues and members only through force. Blair's cynical claim that the drivers "voluntarily paid dues" to the AFL will be recognized as a lie by every employee and employer in the motor transport industry.

Trickery Exposed

Blair has had to lie about the membership figures of Local 544-CIO, pretending that the only members of Local 544-CIO are those 172 witnesses who came to testify at last of a series of hearings, to testify not to their union membership but to the methods of intimidation and coercion used by the Tobin machine in collecting dues and driving up workers.

In reaching his decision, Blair has had to turn his back on the whole history of employer-employee relations the complex and widely divergent motor transport industry of Minneapolis.

Claim Unproved

As proof for Tobin's claim to a majority of the drivers, Blair accepts the report of a firm of public accountants, who, after all, confined themselves to the simple task of adding up the names the AFL had written on its ledger, making no attempt to verify the authenticity of the information nor to determine by what methods dues were wrung from the workers.

If one were to accept as logical Blair's excuses to deny his certification of the AFL without elections, one would have to deny the very existence of the CIO, with six million members. Blair, like Tobin, argues that the members of Minneapolis—and of Minnesota and the nation must belong to AFL Teamster Dictator Tobin now and ever, and that it is unthinkable that the drivers should assert their independence from Tobin, or should ever stand up for their domestic right to select their own union to run that union in the interests of the membership. Life unfolded according to Blair's rigid formula, there could never be a CIO—nor, for that matter, an American Federation of Labor which itself rose as a competing movement to the earlier Knights of Labor.

What Blair Means

When Blair states that to recognize the rights of Local 544-CIO would "defeat the purposes of the Minnesota Labor Relations Act," he really means that for him to recognize the democratic right of the drivers to their own union would defeat the aims of Blair and Governor Stassen, who, from the start of this controversy, have worked hand-in-glove with the employers and Tobin against the union membership.

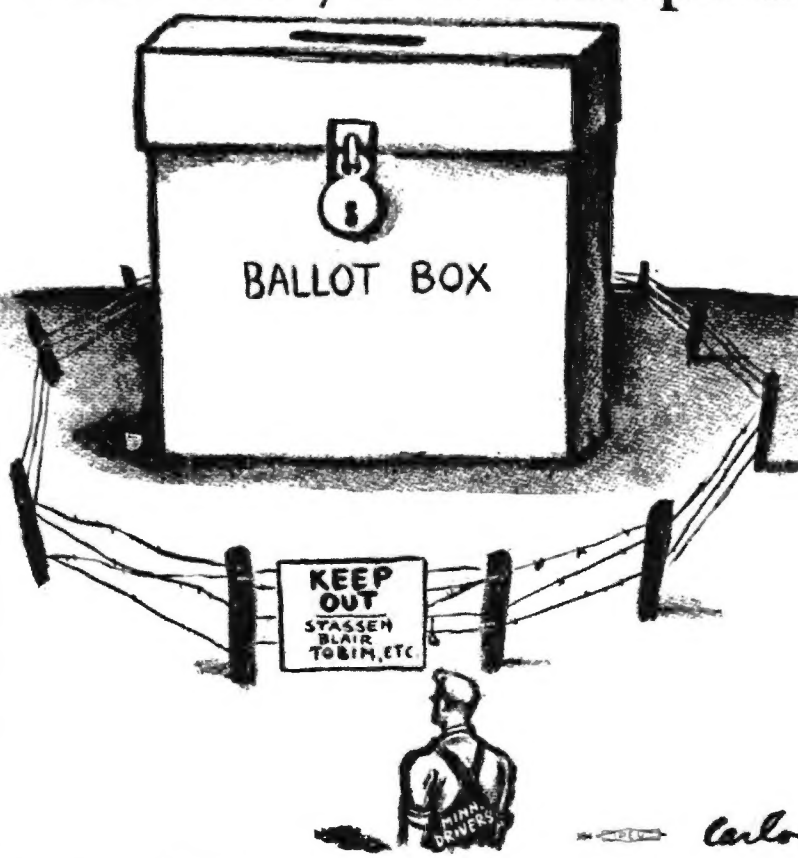
Blair's references to the history of the dispute between the Minneapolis drivers and Tobin torture the truth and all recognition. This dispute was forced upon drivers by Tobin, who told the union's committee at conference in Washington that he was sending in a letter to take control of the union away from the membership. The union membership decided to defend union democracy by leaving Tobin's set-up and accepting a proposed charter in the CIO. At its regular June membership meeting, attended by four thousand drivers, Local 544-CIO voted overwhelmingly to leave the AFL and join the CIO. The membership instructed its officers to take all necessary steps to carry out the will of the union.

Local 544-CIO is a bonafide union chartered by the United Construction Workers Organizing Committee of CIO, approved by CIO President Philip Murray, and unanimously supported by the largest unions in the CIO.

Who Would Be Judge

Blair does more than misrepresent and lie about the facts of this dispute. He seeks to set himself up as judge to what is a good union and a bad union, what are good union officials and bad officials. If Blair's decision is to survive a legal test, which we are confident it is not, we would have in Minnesota a situation where corrupt state labor conciliator would henceforth rule on

Democracy in Minneapolis



CIO Drivers Union Formed in Memphis

Auto Workers' Leader Aids Drivers to Defy
Tobin Goons — CIO Campaign Gains in South

MEMPHIS, TENN.—The CIO stepped up its campaign to bring democratic industrial unionism to the motor transport drivers of the South this week with the signing of a contract by the new CIO Motor Transport Drivers division of the United Construction Workers, with the Dealers Transport company.

The new pact, signed less than three weeks after the CIO Drivers Union of Memphis was organized, covers 125 convoy drivers and mechanics. It provides for the union shop, seniority, steward system, 10 days' paid vacations, holidays, leaves of absence, military service clause, wage increases, shorter hours, free uniforms and other substantial improvements in working conditions.

B. T. Judd of the United Auto Workers and Paul Christopher, state CIO secretary, aided the UCWOC in organizing the drivers.

Tobin Goons Back Down

When the UCWOC launched its Motor Transport Drivers division, it was met with threats from the Tobin gangsters that any union organized by the CIO would be

wrecked. The drivers of Memphis went right ahead, and, with the support of the rest of the CIO movement, have succeeded in launching a husky new union. The 125 men at the Dealers Transport company have never before been organized, says the CIO NEWS. "Although the AFL Teamsters have been established in Memphis 25 years."

Prior to the new contract the drivers were receiving only 4 1/2¢ per mile on four-car convoy hauls, 4¢ on three-unit trips and 3¢ when two cars were on board. The men were forced to pay \$42 yearly for a uniform, enjoyed no seniority rights and were at the mercy of the dispatcher for assignments which would enable them to earn a living annual wage.

The politics, morals and actions of union members and union leaders. In effect, through his ruling Blair attempts to usurp the legal right of the workers to designate unions of their own choosing, to select officers of their own liking, to themselves decide on union policies.

Through this decision Governor Stassen and State Labor Conciliator Blair are placing the stamp of approval of their offices upon the sort of undemocratic regime and gangster policies practiced by Tobin. The Governor and his Conciliator, through their decision, signify their approval of Tobin's practice of sending hundreds of gunmen into Minneapolis to club and intimidate workers whose only crime is their devotion to honest unionism and democratic union practices.

Not the least interesting aspect of the Blair decision is the arbitrary ruling that henceforth there shall be city-wide employer-union relations in the motor transport industry. This decree sharply reverses the history and the logic of contractual relations in this industry, where hitherto the union has dealt with individual employers or at most small groups of employers. At no time did Blair hear any testimony from employees to show consent of the workers involved to this arbitrary decision.

Slave Law More Dangerous

Unjust as the state labor law is, Blair's decision in this dispute makes the law even more oppressive and dangerous for the union movement, and jeopardizes union rights to an unprecedented degree.

Tobin, with the aid of Governor Stassen and Blair, has signed contracts without the consent or approval of the employees involved. The Blair decision to certify the AFL is an attempt to make these sellout contracts good, and to again force them upon the workers against their will. Local 544-CIO will continue to defend democracy in the union movement, will continue to defend the rights of the drivers, and will challenge the Blair decision in the courts.

Union Calls Off Meeting

544-CIO Telegram Denounces Stassen

As a result of Governor Stassen's cowardly refusal to meet a committee from Local 544-CIO until after the governor's state labor conciliator had made public the decision denying elections to the drivers, Local 544-CIO called off its scheduled meeting Saturday morning with Stassen. The union sent the following telegram to the "friend of democracy" in the state capitol, informing him of the reasons for the union's action:

SINCE YOU AND YOUR STATE LABOR CONCILIATOR HAVE ALREADY HANDED DOWN THE DISHONEST AND SHAMELESS DECISION DENYING DEMOCRATIC ELECTIONS TO THE MINNEAPOLIS DRIVERS, OUR COMMITTEE DOES NOT PROPOSE TO WASTE ITS TIME OR YOURS BY KEEPING THE APPOINTMENT TO MEET YOU TODAY. WE WERE INTERESTED TO OBSERVE THAT IN THE LENGTHY DOCUMENT BLAIR ISSUED TO SEEK TO JUSTIFY THE DECISION, THE FACT WAS NOT ONCE MENTIONED THAT FOR NINETY-ONE DAYS THE DRIVERS THROUGH LOCAL 544-CIO WERE ASKING FOR DEMOCRATIC ELECTIONS. THE OLD GERMAN PROVERB SAYS THAT IN THE HOUSE OF THE HANGED, ONE DOES NOT SPEAK OF THE ROPE. YOUR FUTURE PROTESTS THAT YOU ARE A BELIEVER IN DEMOCRACY WILL PROVOKE GRIM SMILES FROM THOSE WHO HAVE OBSERVED YOUR ACTIONS IN THIS DISPUTE. THE MATTER OF THE DECISION IS NOW IN THE HANDS OF OUR ATTORNEYS. THE COURT REVIEW WILL BE THE FIRST STEP IN OUR STRUGGLE TO OVERTURN AND SET ASIDE THE OBVIOUSLY PREJUDICED DECISION.

LOCAL 544-CIO
BY KELLY POSTAL, SEC. TREAS.

Union Ready for Tireless Struggle to Overthrow Brazen Decision of Governor's Conciliator to Deny Elections to Drivers—The First Step Is a Court Review of Obviously Biased Ruling

Attorneys for the Motor Transport Drivers and Allied Workers Industrial Union Local 544-CIO will seek a writ of certiorari in Ramsey County district court this Friday, asking a court review of the ruling by Governor Stassen's state labor conciliator to deny Local 544-CIO's petition for democratic elections and to certify Tobin's "544"-AFL without elections.

The court review will be the first step in the struggle of the Minneapolis drivers to overturn the obviously prejudiced decision dictated by Governor Stassen, made public last Friday.

Inasmuch as Blair is a state official, with his office in St. Paul, the union's action will be taken in Ramsey rather than Hennepin county. The union will bring into court the entire record of the testimony taken by Blair, a record that is in complete contradiction to the decision handed down last Friday to deny the drivers the election they demand.

Union attorneys Gilbert Carlson and David Shama are preparing in detail the legal grounds upon which the union will seek to reverse the Stassen-Blair decision.

Decision No Surprise

It would be an exaggeration to say that a single person in Minneapolis was surprised at the governor's move to deny democratic elections to the drivers. Rather, not only the ranks of the drivers but the employers and the boss press fully expected that Stassen

and his state labor conciliator would give just such a kangaroo decision as was handed down.

Last Friday evening Local 544-CIO held its regular Stewards Meeting. The meeting was well-attended and the men accepted the decision in the light in which Stassen rendered it. They grimly pledged to continue tirelessly the fight for the right of the drivers to designate a union of their own choosing, and to run that union only in the interests of the union membership—NOT IN THE INTERESTS OF DICTATOR TOBIN, THE BOSSES, OR THE BOSS POLITICIANS.

Despite the Stassen decision, every boss and worker in the industry accepts as a matter of fact that if an election were held tomorrow Local 544-CIO would carry every plant, every industry and the entire city.

How Raw It Was

The actual decision to turn the drivers over to Tobin was doubtless reached weeks ago at conferences between Stassen, Tobin's attorneys and the employers. The decision itself was known to the daily papers, the press services and to Tobin hours before Local 544-CIO received a copy from Blair's office. Tobin's yellow sheet here, the "Minnesota Teamster," was out on the street with a copy of the decision and glowing comments from Judge Padway and other Tobin attorneys, hours before Local 544-CIO and the Minneapolis drivers were notified of the ruling. Inasmuch as Padway is hundreds of miles away from Minneapolis, and could not possibly have studied Blair's decision and then prepared a statement on it, one is safe in assuming that both Padway and Tobin were ap-

(Continued on page 2)

Dubuque Drivers 3rd Iowa Union to Swing into CIO

Follow Drivers of Ottumwa and Waterloo
in Revolt Against Tobin Receivership
Racket — Tobinism Cracking Wide Open
Throughout Iowa

The telegram received last Thursday by Local 544-CIO from the Dubuque, Iowa, Drivers Union telling of their withdrawal from Tobin's AFL set-up and their application for a CIO charter in the United Construction Workers, was verified by the following story in last Friday's issue of the Dubuque Leader, the official newspaper of organized labor in that Iowa town.

Dubuque is the third Iowa City where the drivers are in revolt against the Tobin receivership racket. The Drivers Unions in Ottumwa and Waterloo received their CIO charters earlier this month. The movement to sweep through the motor transport industry in Iowa. Several more AFL Drivers Locals are expected to switch to CIO before the end of the month.

According to the Dubuque Leader, "Dissatisfaction which had been brewing ever since the union's annual election of officers was set aside in March (by Tobin's agent—Ed. flared into the open Tuesday night as a group from Truck Drivers Local 421 decided to transfer their membership to the CIO."

"This development followed months of correspondence and other activity in an unsuccessful effort to reverse the action by which Ray Blankenship was appointed back into office as business agent after being voted out by a majority of the membership voting in the annual election."

Fed Up With Tobinism

"The union has been under trusteeship since the night of the election, with International Representative Carl Keul of Des Moines making final decisions on appointments and policies."

"Representatives of the dissatisfied union members conferred during the last three months with Frank Barnhart, district director

of organization in the CIO, J. C. 'Shady' Lewis, national head of the CIO Packinghouse Workers; and Frank Cronin, general organizer for the United Construction Workers Organizing Committee, transport division.

"At the request of Dubuque drivers desirous of a transfer in affiliation, Howard Ollman, of Austin, Minn., came to Dubuque this week to discuss the situation. Ollman was formerly business agent of Local 778 in Austin, Minn., (which has left the AFL and joined the CIO—Ed.)."

"Ollman was longest in Ottumwa, where he says the situation is well in hand in spite of the program of intimidation carried out by the AFL and the employers. The entire CIO movement of Ottumwa and Iowa is supporting the union in its strike against Witwer and on grievances with McCall and Burlington transfer companies."

"Packinghouse Workers Local 1 in Ottumwa voted \$100 each meeting night as assistance to the Motor Transport Workers Union, CIO. The Ottumwa situation can be cited as an example of the attitude of the drivers toward the dictatorial program of Tobin, and their determination to eliminate such conditions from the labor movement."

"This action on the part of drivers to disaffiliate with the I. B. of T. and go into the CIO has not been the work of a few disgrunt-

Drivers Lash Tobin

A public statement drafted by the membership of the new CIO Drivers Union in Dubuque was released to the press last Tuesday, signed by President Clarence Weber, milk driver for the Key West dairy:

"A large group of drivers of Dubuque met September 16, 1941, and voted, by unanimous ballot, to disaffiliate from the International Brotherhood of Teamsters (AFL) and to apply for a charter under the UCWOC Motor Transport and Allied Workers Union, CIO."

"This action was brought about by Tobin's dictatorial rule of refusing to allow the members of the AFL drivers union the right to elect their own officers, and by placing their union under receivership without just cause."

"The drivers feel that they are forced to leave the AFL as their only means of protecting their rights as American workers to maintain local autonomy and democratic control of union affairs, and therefore select the CIO as the only affiliation by which they can maintain a modern, progressive, and democratic union organization."

Admits Bosses Aid AFL

The September 19th issue of the Dubuque Leader also reports Ray Blankenship, one of Tobin's tinpot hitlers, as boasting at the meeting of the Dubuque Trades and Labor Congress, that "The bosses cooperated 100 per cent with us in Ottumwa, despite Ottumwa's being a CIO town."

But neither the bosses nor the Tobin goons are going to prevent the drivers of Iowa, the Middle West and eventually the entire nation, from dumping Tobin off their backs and building a modern, democratic industrial union.

UAW Board Votes to Back CIO Drivers

The International Executive Board of the CIO United Auto Workers, which met over the week-end in Chicago, pledged full support to the CIO campaign to organize the nation's motor transport workers and condemned Dictator Dan Tobin of the AFL Teamsters for his gangster tactics and his practice of making backdoor deals with the bosses.

The following United Press dispatch from Chicago last Saturday carried news of the Board's action:

"The international executive Board of the United Automobile Workers (CIO) Saturday condemned the 'tactics of the teamsters union (AFL) in the use of strong-arm squads and backdoor dealings.'"

"The board passed a resolution condemning the teamsters' methods and supporting all sister CIO unions in 'pursuit of their legitimate union activities . . . and their organizing efforts.'"

"The resolution accused AFL unions of trying to block organization work of the CIO."

Last week Tobin's "Minnesota Teamster" carried the lie that the powerful United Auto Workers had voted not to support Local 544-CIO and the CIO campaign to organize the nation's motor transport drivers. The above United Press effectively disposes of this latest Tobin lie.

For the truth about this fight, read the INDUSTRIAL ORGANIZER.

We Made Minneapolis a Union Town - - - Let's KEEP IT That Way

Decline of the AFL and Rise of the CIO

The Conflict Between Modern Industrial Unionism and 19th Century Craft Unionism Is Fought Out at the AFL Conventions in 1934 and 1935—Craft Unionism Can't Organize Basic Industries, Can't Even Organize Crafts—55-Year Record of AFL Is One of Failure

II.

The story of the AFL is the story of its inability to adjust the organizational structure of the unions to conform with the changing social organization of industry. The AFL is dominated by a handful of craft unionists supporting themselves on a base of one-time privileged workers. The AFL bureaucrats maintain themselves by maneuvering with the bosses to gain concessions for themselves and their followers at the expense of the tens of millions of unskilled and excluded with its craft unionism, its high dues and initiation fees, its contempt for the masses, and its generally reactionary policies.

The sweep of hundreds of thousands of new workers from the basic industries into the union movement following the enactment of the National Industrial Recovery Act in 1933 precipitated a showdown in the AFL.

The conflict between modern industrial unionism and 19th century craft unionism broke into the open at the 1934 AFL convention in San Francisco, with a flood of resolutions for industrial unionism descending on the floor of the convention—from auto workers, rubber workers, miners, teachers, state federations of labor, etc.

All that the craft-union fakers at the head of the Committee on Resolutions could think of doing to counter this storm was to call for more rigid enforcement of the jurisdictional rights of the crafts, and for the organization of more federal locals in the basic industries as against the formation of genuine national industrial unions.

Compromise Is Reached

A sharp struggle took place within the committee between John L. Lewis and John P. Frey, head of the AFL Metal Trades Department. The craft-unionists had to accept a compromise, directing the AFL Executive Council "to issue charters for National or International unions in the automotive, cement, aluminum and such other mass production and miscellaneous industries as in the judgment of the Executive Council may be necessary to meet the situation."

The craft unionists were worried and voiced fears that the granting of industrial union charters might cut into their precious little dues-collecting machines. Finally Frey reminded the convention that the Executive Council was to interpret the resolution. The convention adjourned.

Record of the AFL

To divide workers up into craft unions and then pit them against the might of the great corporations is much like trying to fight 80-ton tanks with shotguns. It can't be done.

The AFL Executive Council betrayed the industrial union resolution adopted at the 1934 convention. It refused to grant industrial union charters to the mass production workers. As an example, the charter it proposed for the nation's rubber workers excluded "such workers who construct buildings, manufacturing or installing of machinery, or engage in maintenance work or in work outside the plants or factories." The same trick was played upon the auto workers. The workers in these great industries were left as before, divided up into from 14 to 17 dinky craft unions.

The mass production workers found themselves thwarted at every turn by the AFL, not only on the question of organizational structure but on policy as well. The fight in auto was steered into a government board, where it was sold out by the Roosevelt administration. The same thing happened in rubber. The hard-fought nationwide textile strike of 1934 was met with the violence of national guardsmen in a number of states, and then broken by a typical Roosevelt settlement. The steel workers fared no better. The AFL was through in the basic industries. Workers were tearing up their membership cards.

There are about 100,000 rubber workers in the nation. To the 1935 AFL convention came but six delegates from six federal locals, with a total of 39 votes (one vote for every 100 dues-paying members).

There were about 500,000 steel workers in 1935. The AFL Amalgamated Association of Iron, Steel and Tin Workers had but 86 votes at the 1935 convention, representing 8,600 dues-paying members.

From the hundreds of thousands of auto workers, to the AFL convention came but six delegates from eight federal auto workers locals.

Can't Even Organize Crafts

Not only does craft unionism fail to organize the mass production industries. The plain fact is that craft unionism fails to organize the bulk of the workers in their own trades.

Of the 147,000 blacksmiths, forgers and hammer-men in the nation, the AFL Blacksmiths Union had only 5,000 organized in 1935.

Of the 49,923 boilermakers, only 15,000 were organized by the AFL Boilermakers Union.

Of the 929,000 carpenters, Hutcheson's AFL Carpenters Union had only 290,000 members in 1935.

Of the 500,000 painters, the AFL Painters Union had but 79,600 members.

Of the 237,000 plumbers, gas and steam fitters, the AFL Plumbers Union had only 45,000 organized.

Of the 1,082,000 truck drivers in the nation, Dan Tobin's AFL Teamsters had only 82,000 members in 1935.

Craft unionism, with its policy of playing ball with the bosses and stifling democracy within the unions, has been an obstacle to organizing the huge majority of workers even in the particular crafts they cover.

Fight Intensified

The 1935 AFL convention rolled around at Atlantic City. This time 21 resolutions from the floor called for unrestricted industrial unionism in the basic industries. The majority of the Resolutions Committee, controlled by the craft unionists, urged the convention to support the Executive Council in its refusal to grant industrial union charters.

The minority report came out for unrestricted industrial unionism.

"We refuse to accept existing conditions as evidence that the organizing policies of the AFL have been successful," said Charles P. Howard of the Printers, reporting for the industrial union minority. "THE FACT THAT AFTER 55 YEARS OF ACTIVITY AND EFFORT WE HAVE ENROLLED UNDER THE BANNER OF THE AFL APPROXIMATELY 3,500,000 MEMBERS OF THE 39,000,000 ORGANIZABLE WORKERS IS A CONDITION THAT SPEAKS FOR ITSELF. INDUSTRIAL ORGANIZATION IS THE ONLY SOLUTION."

The minority report concluded: "The Executive Council of the AFL is expressly directed and instructed to issue unrestricted charters to organizations formed with the policy herein enunciated. The Executive Council is also instructed to enter upon an aggressive organization campaign in those industries in which the great mass of workers are not now organized, issue unrestricted charters to workers organized into independent unions, company-dominated unions, and those organizations now affiliated with associations not now recognized by the AFL as bona fide labor organizations."

Lewis Points to the Record

John L. Lewis rose to defend the minority report. The president of the United Mine Workers made a scathing indictment of the doing nothing policy of the craft unionists and of the need for a sharp change towards industrial unionism.

He pointed to his 25 years of experience within the AFL. He told how every attempt of the AFL to organize the basic industries with the ineffectual policy of craft unionism had been wrecked on the rock of utter futility. The AFL's record "of 25 years of constant, unbroken failure should be convincing to those who actually have a desire to increase the prestige of our great labor movement by expanding its membership to permit it to occupy its natural place in the sun."

Must Have Change

"On that basis I submit it to be a reasonable statement that it will be a long time before the American Federation of Labor organizes those 25,000,000 workers that we are all so anxious to organize. There are others among us who believe that the record indicates a need for a change of policy. Those of us who have had experience in these mass production industries are ready to stake our professional judgment for what it may be worth and say that it is an absolute fact

that AMERICA'S GREAT MODERN INDUSTRIES CANNOT BE SUCCESSFULLY ORGANIZED AND THOSE ORGANIZATIONS MAINTAINED AGAINST THE POWER OF THE ADVERSARIES OF LABOR IN THIS COUNTRY UNDER THE (CRAFT UNION) POLICY.

"There has been a change in industry, a constant daily change in its processes, a constant change in its employment conditions, a great concentration of opposition to the extension and the logical expansion of the trade union movement. Great combinations of capital have assembled great industrial plants, and they are strung across the borders of our several states in such a manner that they have assembled to themselves tremendous power and influence, and they are almost 100 per cent effective in opposing organization of the workers under the policies of the American Federation of Labor."

AFL Betrayed Labor

Lewis turned to the craft unionists of the Executive Council and accused them of a breach of faith with the 1934 industrial union resolution. "We find that the San Francisco convention policy (for industrial union charters) has not been administered by the Executive Council of the American Federation of Labor. . . . Well, a year ago at San Francisco, I was a year younger and naturally I had more faith in the Executive Council. I was beguiled into believing that an enlarged Executive Council would honestly interpret and administer this policy—the policy we talked about for six days in committee, the policy of issuing charters for industrial unions in the mass production industries."

Continuing to bear down heavily, Lewis turned to Mathew Woll who cringed in his seat: "But surely Delegate Woll would not hold it against me that I was so trusting at that time. I know better now. At San Francisco they seduced me with fair words. Now, of course, having learned that I was seduced, I am enraged and I am ready to rend my seducers limb from limb, including Delegate

Woll. In that sense of course, I speak figuratively."

Lewis pointed to the AFL's failure in rubber, in auto, in steel. He argued, he reasoned, he pled with the convention to be modern and to accept the principles of industrial unionism for the mass production industries.

Supporting Lewis were the Mine, Mill and Smelter workers, the federal local unions of the radio workers, the auto workers, the cement workers, the rubber workers, the aluminum workers, all newly organized workers, all for industrial unionism. The convention hall was a bedlam.

But the moss-covered craft unionists won. The majority report was adopted by a vote of 1,802,000 to 1,093,000.

Three weeks later the CIO was formed, as an industrial union caucus within the AFL. It opened shop in Washington on November 9, 1935, with seven unions and almost 1,000,000 members.

Six years later it was to have about forty international unions, with about 6,000,000 members. The story of the CIO's amazing growth will be told next week.

The major reason for the failure of the AFL is craft unionism. The major reason for the success of the CIO is industrial unionism.

Let every worker cling tight to this vitally important reason, especially today when from every side he hears fervent appeals for unity between the AFL and CIO. Absolutely everyone in the United States is for the unity of labor, but by no means for the same reason.

Big Business and Roosevelt want labor unity of the sort that would leave the pro-war craft-union labor dictators of the Tobin stripe in the saddle.

William Green and Woll are all for labor unity, of the sort that would leave the craft-unionists in control where they could gradually eat away at the powerful industrial unions.

The only labor unity that will BENEFIT the workers themselves is a unity which recognizes the undisputed superiority of industrial unionism, and which further recognizes the vital need for union democracy, and for militant policies.

To Be Continued

Railroad Unions Delayed In Demand for Higher Wages

Efforts of the nation's 1,200,000 railroad workers to obtain substantial wage increases to keep pace with the rising cost of living and the huge profits of the railroads were further delayed last week when the five-man fact-finding commission appointed by President Roosevelt asked for an extension of time to make its report.

Under the involved railroad labor act, calculated to postpone and derail efforts of the workers to gain decent wages and conditions, the dispute between the 21 railroad craft unions and the railroads has already dragged along for many months. Now the fact-finding commission wants to delay its report until November 1st, after which the unions will have to wait another thirty days before they can lift a finger to fight.

Even should the railroad workers go into a strike, the 21 craft unions will keep the workers split up into 21 separate armies, marching against the solid front of the bosses. Should a strike be called, it would most likely follow the pattern of other railroad strikes of the last twenty years, with some of the craft unions scabbing on the others.

Bureaucracy Main Obstacle

The monstrous craft-union bureaucracy that stifles the railroad workers is the major obstacle preventing these men from receiving decent wages and conditions. The workers must support 21 national headquarters, 21 sets of national officials, and a similar number of local crafts in each district throughout the United States.

Only extreme pressure from the rank-and-file has prevented the fakers at the head of the railroad unions from selling out the demand for higher wages. The main dispute centers on the demands of the big five operating brotherhoods for a 30 per cent wage increase, and of the fourteen non-operating unions for an hourly wage boost of 30c and a minimum hourly wage of 70c, plus paid vacations.

The bosses are seeking changes in working rules. Wayne L. Morse, dean of the Oregon law school, is chairman of Roosevelt's fact-finding commission which is holding its meetings on the stage at Kimball Hall in Chicago. The unions will have 12

days to submit its case, with the bosses having 15 days for rebuttal.

CIO Making Gains

Disaffection with the bureaucratic craft-union leadership of the old railroad unions, and the dictatorial gag-rules, with which they rule over the ranks, has been growing for months throughout the nation. Recently the CIO acceded to requests from many railroad workers by issuing charters to railroad men in various centers throughout the Middle West. One strong CIO industrial union uniting all railroad workers in the nation would provide a magnificent weapon whereby the workers could win the decent wages and conditions to which they are entitled and which they must have to keep pace with skyrocketing living costs.

Shipyard Workers Hand Defeat to AFL

By a vote of 1,060 to 373 the shipyard workers at the Todd-Johnson Drydock in New Orleans selected the CIO Industrial Union of Shipbuilding Workers to represent them in collective bargaining with the company.

The CIO victory was the second repudiation of the AFL by the workers in the Todd-Johnson yard. As a result of an earlier election held last year, CIO Local 29 was certified sole collective bargaining agent. The nation's shipyard workers have practically wiped out all traces of the AFL in the last two years. The bosses still keep the AFL around for its nuisance value, but the workers feel only contempt for the AFL craft-union fakers.

We are all inclined to judge ourselves by our ideals; others by their acts. — HAROLD NICHOLSON.

Dept. of Justice Sponsors Talk by Dictator Tobin

Listeners Smile When Tobin Says He Believes in Democracy

The U. S. Department of Justice and Dictator Dan Tobin of the AFL Teamsters continued to scratch one another's back, when the Department sponsored a recent radio broadcast by Tobin, wherein the latter, believe it or not, told what a great friend of "democracy" he is.

Soon after the Minneapolis drivers revolted against Tobin and joined the CIO, Dictator Dan ran whining to the White House. Roosevelt promised to help him in his predicament by setting the Department of Justice upon Local 544-CIO.

June 27th the Department of Justice raided the Minneapolis and St. Paul headquarters of the Socialist Workers Party with which active members and leaders of Local 544 have been associated. On July 15th federal indictments against sixteen members of Local 544-CIO were issued.

Now Tobin speaks on the Department of Justice radio program to whom it up for the imperialist war into which Big Business and Roosevelt are forcing the American people.

Three Fakers

Tobin is as much a believer in genuine democracy as are President Roosevelt and Minnesota's

Governor Stassen. Roosevelt won't let the American people vote on war. Stassen won't let the Minneapolis drivers vote on their choice of unions. Dictator Tobin puts hundreds of his local unions under receivership in order to stifle the resentment of the rank-and-file. All three are whooping it up for the new fake "war for democracy."

Union men and women the nation over, who have watched Dictator Tobin operate for years, smiled grimly to themselves when they heard the old faker say over the Department of Justice broadcast that "Workers are ready to make the supreme sacrifice in every way possible to save the freedom that the masses of toilers struggled to obtain."

Tobin, like Roosevelt and Stassen, is all for freedom somewhere else, but not here in the United States, certainly not in the AFL Teamsters International.

This Makes Us Laugh

New Attorney General Says He'll Save Civil Liberties

The fifty-eighth Attorney General of the United States is a slick Harvard-educated Philadelphia lawyer named Francis Biddle.

Descendant of an old wealthy family, Biddle was born in Paris in 1886. Like President Roosevelt, he was educated at Groton and later Harvard. He graduated from the Harvard law school in 1911 and has scuttled between politics and a private law practice ever since.

The distinguishing feature of Biddle is the thin veneer of phony liberalism which covers an absolute devotion to the interests of the employing class.

His service in Washington began in 1934 when he was named chairman of the National Labor Relations Board. That was the year the labor board was used to smash the earlier efforts of the auto and rubber workers to build their unions.

Biddle returned to his private law practice in Philadelphia, but in 1938 was called back to Washington to act as chief counsel for the Joint Congressional Committee investigating the TVA.

In 1939 Roosevelt nominated Biddle as judge in the Third Circuit Court of Appeals. Since last June he has been acting Attorney General.

Has Two Faces

Both Biddle and the boss papers are working overtime to build up a phony picture of the new Attorney General as a great liberal.

Like his boss, Roosevelt, Biddle is professionally skilled at uttering liberal phrases at the same time he deals smashing blows at organized labor.

The New York Times last Sunday printed a glowing picture of the Attorney General who ran to the aid of Tobin and the Minneapolis bosses by raiding the Minneapolis and St. Paul headquarters of the anti-war Socialist Workers Party, and later indicted 16 leading members of Local 544-CIO and thirteen leaders of the Socialist Workers Party for "a revolutionary conspiracy to overthrow the government by force."

Like all boss politicians, Biddle says one thing and does the opposite. At the same time he is doing his utmost to deny free speech and civil liberties to the 29 workers under prosecution in Minneapolis. Biddle spouts off about his "devotion" to civil liberties.

What Biddle Says

"It seems to me that the most important job an Attorney General can do in a time of emergency is to protect civil liberties," the N. Y. Times quotes him as saying.

"In tense times such as these a strange psychology grips us. If we can't get at the immediate cause of our difficulties we are likely to vent our damned-up energy on a scapegoat. That scapegoat may be someone who speaks with a foreign accent, or it may be a labor union which stands up for what it believes to be its rights. That sort of psychology is the very essence of totalitarianism, as witness the inhuman treatment of minorities wherever the blight of Nazism has fallen. On the other hand, civil liberties are the very essence of the democracy we are pledged to protect."

"In so far as I can, by the use of the authority and the influence of my office, I intend to see that civil liberties in this country are protected; that we do not again fall into the disgraceful hysteria of witch hunts, strike-breaking and minority persecutions which were

Civil Liberties Union Active in Legal Defense Of People's Liberties

As several readers have asked for more information on the American Civil Liberties Union which, together with the Civil Rights Defense Committee, is participating in the defense of the 29 members of Local 544-CIO and the Socialist Workers Party indicted by the federal government for "conspiring to overthrow the government," we here present a brief sketch of the ACLU:

The American Civil Liberties Union is a national organization for the defense of civil liberties, founded in 1920. ACLU, incorporated under the laws of New York, is one of some 6,000 members throughout the country, and is by a national committee of about 80 members, and an executive board located in New York.

Local civil liberties committees affiliated with the organization are organized in 31 areas. Attorneys and representatives of the organization in all leading cities.

The American Civil Liberties Union aided in the defense of Mooney and Billings, the Scottsboro boys, etc. Substantive of the ACLU deal with such matters as strike-breaking, injunctions, freedom from censorship, academic freedom, religious liberties, civil rights of aliens and Indians, etc.

The activities of the ACLU all concern legal defense, tests of laws believed to violate constitutional guarantees (such as the Smith Act under which the 29 are indicted) against public officials or private persons violating civil liberties, and pressure on public officials to protect civil liberties.

Roger N. Baldwin is the founder and organizer of the ACLU. He is at present writing a pamphlet on the Minneapolis indictments.

Stassen Decision Appealed to Court

(Continued from page 1)

prised of the decision many days before it was made public.

The reception given the decision by the boss press was extremely interesting. No daily paper, of course, bothered to point out that the decision was a flagrant denial of democracy, made at a time when Governor Stassen, together with the other war-mongers, are calling upon the workers to sacrifice for a "war for democracy."

The Minneapolis Star-Journal, in an article by M. W. Halloran in the Sunday issue, analyzed the decision with a fine cynicism.

Behind the Ruling

"544 Ruling Is Seen As Help For Stassen," the story is headed, and goes on to point out that "Some observers believe it insures Stassen's re-election. . . . The whole thing was a gift, so far as he was concerned. . . . It was his luck that the affair was tossed right into the state administration's lap. . . . and that Conciliar Blair's findings gave that vital job (of representing the drivers) to the American Federation of Labor union, rather than to the CIO union."

Implicit in the whole story, which accurately reflects the employers' viewpoint, are the following: (1) That the case was never even considered on its merits; (2) that Blair gave the decision that Stassen ordered him to give; and (3) that Stassen decided to try to hand the drivers to Tobin, hoping that he will thus obtain at least a semblance of labor support in his race for a third term next year, from a grateful Tobin machine plus whatever other AFL workers they can induce to support the author of the Slave Labor Act.

Though Stassen and Blair may protest that the decision was reached fairly, the Star-Journal pointed out, "You can't keep AFL folk from feeling gratitude for it." Unquestionably Tobin's quillings and hopheads are ready to slobber over the governor, who has done his utmost to hand them the

drivers on a platter. But to cool estimate that the themselves, not to speak rank-and-file workers the city and state, will quite a different estimate outrageous Stassen decision all the dangers that it organized labor.

It is certain that the view of Blair's ruling, both the governor and labor conciliator some comfortable moments.

So far as Local 544-CIO concerned, the fact that Stassen joined hands with Tobin the drivers their democracy changes absolutely no whatever sacrifice, Local is prepared for tireless resistance, for continuing, until full justice won for the motor workers and allied workers, have a union of their own that functions only for their benefit.

CIO Coal, Lumber Men in Austin Vote to Strike

The Austin Motor Truck Allied Workers Industrial Local 778-CIO voted last day evening unanimously all coal and lumber yards the men's demand for a weekly wage increase is

Revive the Spirit of

Fidelity State Bank

Plan your Federal Home and Auto Finance with our bank controlled by Labor business men INDEPENDENT

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St. Helena's Group To Give Card Party

The first of a series of three card parties will be given in St. Helena's school auditorium Wednesday, October 1st, by the Ladies Benevolent Society, for the benefit of the building fund. Mrs. Gene Nagan is chairman for the first card party.

It was a family with enough troubles to be a radio serial. — DANIEL FRANCIS CLANCY.



-SCOOP-

MEN'S COMBINATION DRESS AND WORK OXFORD
Goodyear Well, Steel Arch and Oil Treated

\$3.49

SHOE RACKS
414 NICOLLET

New Tax Law Forces Poor to Pay for Boss War

It Signs His "Soak-the-Poor" Tax Bill
Protests From CIO—Higher Taxes
Workers Will Mean Less Food, Less
Clothing, Less of Other Necessities for
Masses—War Profits Soar to Heights

The gains of imperialist war go to the wealthy, who own the banks, the factories, the mines and workshops. The losses of war are borne by the poor, who are forced to live on the battlefields, and to sacrifice on the home front.

The injustices which boss war only intensifies are observed in the new \$3,553,400,000 tax revenue bill which became law last Saturday with the signature of President Roosevelt.

The new tax bill permits the government to reach deep into the pockets of the American people and take the sweat-soaked money of the workers, who are already under the burden of the new tax law, and to use it for the purpose of maintaining the war effort.

The main burden of the "defense of democracy" is placed on the shoulders of the workers, who are already under the burden of the new tax law, and to use it for the purpose of maintaining the war effort.

Senator Robert LaFollette, one of the few in Washington to denounce the tax bill signed Saturday by Roosevelt, told the U. S. Senate that the bill "stinks."

"It soaks the poor while confirming, protecting and entrenching the corporate wealth and power engendered by the defense program," he said.

James "Moose" Rogers, chief steward of the Ottumwa Packinghouse Workers Organizing Committee Local No. 1, was chairman of the afternoon meeting. Speakers included Farrell Dobbs of Minneapolis Drivers Local 544-CIO; Louis Baldrini, President of District 13, United Mine Workers; George Rose, international representative of the United Auto Workers; Sam Sponseller, regional director of District 3, PWOC; and Lester Melsha, President of the Cedar Rapids Industrial Union Council.

Brother Baldrini told the meeting how the Tobin thugs in Iowa had sought to organize a scab back-to-work movement among the coal miners who are striking some of the Iowa mines. He pledged the full backing of the powerful United Mine Workers in that area to the CIO drivers.

Brother Rose accused the Tobin henchmen of seeking to raid a United Auto Workers parts plant in Des Moines. "The Auto Workers are behind the CIO drivers to a man," he pledged.

All speakers stressed the importance of the motor transport drivers in the CIO campaign to build the industrial union movement throughout Iowa and the nation.

"The only road for the drivers is to break out of Tobin's craft-union straitjacket and join the progressive ranks of the CIO, which alone can protect and advance the wages and working conditions of those workers in the motor transport industry."

The First World War made 17,000 new millionaires in the United States. The Second World War will create an even larger number, if the bosses and the boss politicians have their way.

The House of Representatives is piling up such immense loot in the way of war profits that it is difficult to grasp. One steel corporation has increased its profits 200 per cent over 1940; another, 220 per cent; another, 182 per cent; another, 184 per cent. Tom Girdler's organization came through the first half of 1941 with a nice 111 per cent increase in profits. Wheeling Steel made 102 per cent; Youngstown Sheet and Tube found 206 per cent more profits in its pocket.

CIO Led Fight on Bill
The only union organization that fought the monstrous new tax law was the CIO.

CIO President Philip Murray condemned the tax bill as "a serious breach of faith with the common people of the country."

"Under the pending tax bill," he said, "the working people of this country would see the great industrial corporations and the very wealthy allowed to retain most of the gains of the war."

substantial portions of their mounting war profits. On the other hand, the incomes of the workers, farmers and professional people, already beset by the rising cost of living, would by this bill be most seriously reduced."

Labor's Non-Partisan League also attacked the tax bill as one that will "undermine living standards. These proposals to slash exemptions and drain off more taxes from the lower brackets, who are already heavily taxed indirectly through all manner of sales taxes on necessities, come in the face of the refusal to boost rates on corporation surplus profits and high incomes."

The American Federation of Labor didn't lift a finger to protect either its members or the workers generally from the heavy blow of the new tax bill.

Tobin, Green and Wolf are too busy whooping it up for the fake "war for democracy" to pay any heed to the task of protecting the interests of the masses.

CIO Mass Meeting In Ottumwa Backs Drivers Campaign

Miners, Auto Workers, Packinghouse Workers Will Back CIO Drivers to Limit—Lash Tobin Strike-Breaking Moves

OTTUMWA, IOWA—Full support of the strong CIO movement throughout this area was pledged to the CIO motor transport drivers at a well-attended and successful mass meeting held here Sunday afternoon. Following the mass meeting, a conference of CIO officials was held where plans were laid to intensify the CIO drivers' campaign throughout Iowa.

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The Central Council of the Coal Miners Federation, according to the New York Times, has asserted that payments from the secret government fund have been made to some of its officials. The miners are pressing for an inquiry by a Royal Commission. One mine union leader said that if a commission is not appointed immediately, the government may expect serious consequences in the coal fields.

The existence of such secret government funds to fight labor militancy has been known to students of the labor movement. There is not a capitalist government in the world over that does not use such methods to oppose and

CIO Supports Negro Fight For Justice

It is mainly the CIO unions who are supporting the Minnesota Negro Defense Committee in its fight for equal rights in the armed forces and in defense industries.

Cecil Newman, editor of the militant Negro newspaper published in the Twin Cities, told a house meeting of the Workers Defense in the defense League last Sunday.

Reviewing the work of the Negro Committee since its organization last spring, Newman told of the state-wide protest against Governor Stassen's refusal to allow Negroes to serve in the home guards.

Commenting on Roosevelt's "enforcement committee" set up ostensibly to see there is no discrimination against employing Negroes in the defense industries, Newman said: "I don't think much of one white member of the committee, President William Green of the AFL. He has always prevented the lowly-paid workers from making any gains. This has been especially true of the Negro workers."

Although Roosevelt's committee has functioned for more than two months, discrimination against Negroes in industries continues to be as flagrant as ever, not only in Minnesota but throughout the nation.

Newman recited numerous examples of the brutal treatment Negroes are receiving at the hand of Jim Crow officers in the U. S. army. Negro draftees aren't permitted to carry arms; Negro troops are housed by white officers who take every advantage of the colored soldiers; Negro soldiers are lynched even in their uniforms.

"This is the way Negroes are put into service to fight for 'democracy,'" Newman observed.

Lindbergh's fascist attack on the Jewish people was criticized severely by Newman as a dangerous blow against all minorities. The building of a united front of minority groups and of all who believe in the brotherhood of man to fight for a real democracy was emphasized as the only solution to the Negro's problems.

Government Aids Boss
The union issued a stinging press release on Sunday, charging that the Maritime Commission had advised the ship owners not to negotiate their differences with the union, and that H. H. Robins, vice-president of the United Fruit Lines, and now a member of the division of emergency shipping had stated that the bonus question would have to be submitted to arbitration. The union statement asked: "Who authorized Mr. Robins to abrogate the collective bargaining rights of the seamen, guaranteed them under the Wagner Act?"

The union also sent a telegram to President Roosevelt charging that Granville Conway, director of the Maritime Commission in the port of New York was guilty of high handed tactics in an attempt to break both the union and the strike, and demanding also that the President institute an immediate investigation of the situation.

Monday, in the face of fourteen union membership meetings, called in East coast ports, Conway suddenly issued a call for a conference to five seafarers unions, and the two boss associations involved in the strike. The unions invited to the conference included the Seafarers International Union, the Sailors Union of the Pacific, the National Maritime Union, the Marine Cooks and Stewards of the Pacific, the Marine Firemen, Oilers, Watertenders and Wipers Ass'n. of the Pacific, The American Merchant Marine Institute and the Pacific American Shipowners Ass'n. were called to represent the bosses.

Backs Down
This action on the part of Conway represented a distinct step-down from his former attitude. The New York Times gives two reasons for the Commission's belittled attitude toward the strikers.

"The government has two reasons to counsel against separate negotiations on the part of the ship lines. The commission and the shipping lines are said to be determined not to accept the designation of the West Indies as a war bonus area, holding that nothing has happened in that sector to warrant such a move."

"Moreover, the commission feels that stabilization of the industry

Revive the Spirit of 1934

Government Forced To Halt Attack On Union Seamen

Coastwide Strike Forces Maritime Commission to Cease Using Scabs Against Union

John Hawks, secretary treasurer of the New York Seafarers International Union, announced in a membership meeting on Wednesday that since the Maritime Commission has stepped out of the picture, membership meetings all up and down the coast Wednesday morning would discuss the question of releasing the twenty-five strike bound ships. The dispute was certified to the National Defense Mediation Board on Monday by Secretary Perkins after the "efforts" of the Commission had failed to settle the strike.

The SIU and its brother organization, the Sailors Union of the Pacific, charged the Maritime Commission with anti-labor tactics. The strike was called on Sept. 13 after negotiations between the union and the Alcoa Lines (owned by the Aluminum Co. of America) on the question of war bonuses and war risk insurance for sailors manning boats bound for the West Indies had broken down.

The Maritime Commission seized three of the Alcoa line ships last Thursday in a frantic effort to stop the strike. The next day the union countered by tying up three more vessels as they made port. To date there have been twenty-five boats struck, in ports all up and down both coasts.

The union has demanded that the West Indies runs be included in the war zone for the purpose of bonuses for war risk insurance. The SIU is demanding a \$60 per month bonus for sailors on West Indies-bound vessels, and a \$5,000 war risk insurance policy for each man.

The Sailors Union of the Pacific entered the strike in demand for increased war bonuses and a \$10,000 war risk insurance for all of its members now sailing in belligerent waters. The SIU cites the torpedoing of several vessels, notably the Robin Moor, which was manned entirely by SUP men, and the horrible suffering these workers were subjected to as a result of the sinking of that vessel.

Coast-wide ship lines and the Maritime Commission are quoted as being opposed to including the West Indies in the war bonus zone because "nothing has happened in that sector yet."

These Are Good Wages
Among the fat boys who are finding the Second World War very profitable are: H. F. Atherton, Allied Chemical, \$125,000 yearly for 1940; B. Earl Buckett of Allied Stores received \$118,912; W. B. Bell of American Cyanamid pulled down \$215,514; W. S. Gifford of the American Telephone and Telegraph will keep the wolf from the door with \$209,550; George W. Hill received a mere \$420,399 from American Tobacco, which is certainly a living wage.

Vincent Riggio of the same company drew \$230,179. George W. Hill's son pulled down \$230,179, as did several other executives for American Tobacco.

Dr. Camille Dreyfus of the Celanese Corporation got \$111,574; his brother received only \$11,000. William S. Gray of the Central Hanover Bank got \$100,159. William S. Paley of the Columbia Broadcasting System got paid \$204,270. The Chase National Bank paid Winthrop Aldrich \$181,180 and Donald Campbell, \$107,580. Henry Huttenlocher of Commercial Investment Trust pulled down \$100,080.

This does not take us even through the letter "c" of the alphabet.

Worse Than 1st World War
Going from the individual profiteering of the nation's corporations heads to the all-out profiteering of the corporations themselves, we find that scores of Big Business establishments are today making more profits than at any time in their history.

The First World War ended up in a grand scandal of bloody war profits, with 17,000 more millionaires in America at the end of the war than at the beginning. The Second World War will no doubt find the owners of industry even more successful in their greed to profit from the mass murder of war.

Below are but a few clippings from the financial pages of the New York Times, uncovering but a portion of the war profits being coined today by Big Business. You can be sure that the officer staff of the U. S. Army DOES NOT CALL THESE FIGURES to the attention of the \$21-a-month and \$30-a-month draftees.

RADIO CORPORATION
LIFTS HALF-YEAR PROFIT
\$5,806,494 Compared With \$3,185,221 Last Year. After All Expenses and Charges.

"PROFIT IS DOUBLED BY

ment's own fink agency, the Sea Service Bureau, and sent them down the bay.

John Hawks, secretary treasurer of the SIU, and Harry Lundberg of the Sailors Union of the Pacific announced after Conway's strike-breaking action that every foreign ship upon which members of either union were employed would be tied up as soon as they made port.

When Conway saw that his union-busting tactics were netting him exactly nothing, he pulled in his horns and invited the interested parties to a conference.

Should the strike bound ships be released, pending the outcome of the NDMB's study of the dispute, you can rest assured that if a favorable decision does not come out of that body, those same ships, or others, will find themselves once more strike bound. Sailors are used to hanging tough.

Draftees Get \$21-a-Month; Profiteers Get Millions
One of the best tricks used by Big Business to divert attention from its anti-social greed is to propagandize those whom it exploits to fight among themselves. A case in point is the persistent campaign now being carried on to try to make the draftees, the sons of workers and farmers, believe that the workers in factories are earning too

REPUBLIC STEEL—\$13,618,716 in First Half-Year Compared With \$6,449,453 in the 1940 Period.

"RECORD OF \$27,383,291 MADE BY GLENN L. MARTIN IN QUARTER"—Unfilled orders on June 30th amounted to \$652,305,310, compared with more than \$110,000,000 a year ago.

"PEAK PROFITS ARE SEEN THIS YEAR FOR THE CHEMICAL MANUFACTURERS—NATIONAL DEFENSE REQUIREMENTS PROVIDE PRINCIPAL IMPETUS"—Owing to a large increase in the volume of business as the result of national defense requirements, the chemical industry is likely to set a new high record for net profits this year, despite the sharp increase in Federal taxes. Earnings before taxes will be definitely HIGHER THAN IN ANY PREVIOUS YEAR. A review of twenty-two leading corporations indicates a combined net profit of \$41,091,152 after income and excess-profits taxes in the second quarter of the current year; net profit for the first quarter was \$39,458,825.

"TYPEWRITER HOUSE CLEARS \$1,035,041—L. C. Smith & Corona Typewriters, Inc., and subsidiaries had a net profit of \$1,035,041 for the fiscal year ended on June 30, compared with \$326,357 in the previous fiscal year."

"REYNOLDS METALS CLEARS \$3,367,057—Net Income Is for Six Months to June 25, Compared With \$2,061,770 Year Before."

"\$10,805,454 EARNED BY SOAP COMPANY IN THREE MONTHS—NEW PEAK FOR PERIOD—The Procter & Gamble Company reported yesterday that its consolidated net profit of \$10,805,454 for the quarter ended on June 30 was the best in the history of the company."

"CYANAMID SYSTEM HAS \$2,649,921 Net—The American Cyanamid Company and its subsidiaries had the above net income after taxes and reserves in the first six months of this year."

"AMERICAN-HAWAIIAN CO. HAS SIX MONTHS' PROFIT OF \$3,269,448—Compares with total profit of \$1,615,663 for same period of 1940."

"\$8,000,000 EARNED BY SOCONY-VACUUM—Profit in the First Half-Year Compared With \$22,000,000 in the 1940 Period."

"CONCERN DOUBLES PROFIT—Parker Appliance Cleared \$1,257,209 in First Half Year."

"HELPS DODGE NET RISES—\$7,014,854 in Half Year Against \$5,804,588 in 1940."

"EASTERN AIR LINES SHOWS RECORD NET—Rickenbacker Reports—\$768,660 Was Cleared in Half Year."

"CONTINENTAL CAN CLEAR \$8,670,908."

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Business Manager DANIEL BURKE Editor MILES B. DUNN

Stassen and Tobin

Soon after Dictator Tobin openly declared war on the Minneapolis drivers, on the eve of the June 9th membership meeting at which the men voted to leave the AFL and join the CIO, the boss papers informed us that Tobin and Stassen were conferring together by phone.

Unquestionably the sturdy labor bureaucrat in Indianapolis and the slick demagogue in the Minnesota state capitol again conferred by phone before or after Stassen made his ruling public last Friday. Just as unquestionably, the pair of crusading "democrats" congratulated one another warmly on their cleverness in denying democracy to the Minneapolis drivers. Each must have praised the other for his far-sightedness in behaving as he did throughout this dispute.

It is not our business to advise either Tobin or Stassen. Both are agents of the employers, not of the workingclass. They take advice and guidance from the House of Have, not from the House of Labor. One serves the employers as lieutenant in the ranks of labor, the other as politician in the Minnesota state capitol.

For the benefit of our readers, not for the benefit of Tobin and Stassen, we make the prediction that both are a bit premature in their exchange of congratulations.

Tobin Can't Stop CIO

So far as Tobin is concerned, it is today our considered estimate that the fight for democracy for the nation's drivers, the fight that Local 544 initiated, has been all but won, and that Tobin has lost the war.

How dare we make this bold statement, at a time when Tobin, to all surface appearances, has been handed the Minneapolis drivers by an obliging governor?

We base ourselves upon the fact that the fissure of Tobin's machine, first cracked open by the Minneapolis drivers, has now become so wide that there is NO POSSIBILITY THAT TOBIN CAN RECOVER.

Following Local 544's lead in striking out for democratic unionism, the drivers of Austin, Ottumwa, Mason City, Coffeyville, Houston, Dubuque, Flint, Detroit, Memphis, etc., have dealt such blows against Tobin's bureaucracy and the myth of his invincibility that it is now but a question of time before his bureaucratic rule is completely shattered. The revolt against Tobinism, wide as it has become, is only a shadow of what the nation's drivers have in store for this creature. We bow to no one in our knowledge of the motor transport industry and what is going on in the minds of the workers, and we say that Tobin hasn't the ghost of a chance to keep his throne. The day when this \$30,000-a-year labor faker could dictate to the drivers of America is coming to a close.

An Interesting Tobin Lie

Tobin's "Minnesota Teamster" published a very interesting lie on its front page last week. This lie revolved around Tobin's denial that the United Auto Workers would carry through the decision at their recent Buffalo convention to support Local 544-CIO and the campaign of CIO to organize the nation's drivers. (For an exposure of the lie itself, we refer our readers to the story from the executive board of the UAW, in this issue.)

Tobin's lie is interesting because it tells a great deal about the cold fear felt by the Tobin machine that the tremendously powerful United Auto Workers will join the United Mine Workers and other CIO armies in aiding the drivers in their fight for union democracy and progressive industrial unionism. It is a fact that the very most powerful CIO internationals, the ones so placed as to be most effective in the fight against Tobinism and to give most aid to the drivers whom Tobin oppresses, are the very CIO unions who are most determined to push the cause for which Local 544-CIO fights, to a successful conclusion.

Tobin understands very well what we mean. Be assured that he is aging rapidly these days as his fate becomes more apparent. He may bluster in public, or to his subordinates, to the Raw Deal Neals, the O'Laughlins and others. But he has lost this war.

It is certain his days as dictator over the union drivers of this nation, are all but finished. Fortunately for Tobin's victims, not all states have Governor Stassens, nor Stassen Slave Labor Laws.

Tobin's attempted raids against the United Auto Workers in Iowa, his blustering threats against the Packinghouse Workers, the Steel Workers, the United Mine Workers, will only quicken his demise.

Stassen's Career

Governor Stassen's case, too, gives us some solid satisfaction. So far as his career in Minnesota is concerned, we would differ sharply from Halloran's estimate in the Star-Journal that the Governor has improved his chances to pick up at least a few labor votes in 1942. The implications of the Blair decision, pointed out by 544-CIO's executive board, are much too dangerous for the entire union movement, AFL and CIO. So far as the Minneapolis motor transport drivers are concerned, Stassen has lost all chances of gaining any support whatsoever from this source. The drivers hate the Tobin machine, they want a chance to settle this dispute democratically, and Stassen has joined Tobin in denying them that chance. The chorus of boos with which the drivers greeted Stassen at the truck rodeo last Sunday testifies to their feeling towards the slippery governor.

So far as the AFL rank-and-file are concerned, they are miles apart from the Lawsons and Olsons and the other AFL State Federation of Labor officials who arranged to have Stassen appear last week before the Federation convention in International Falls.

However, it is the national scene that we are particularly concerned with. Informed political observers un-



derstood that Stassen has burning ambitions to become a national political figure.

To achieve this goal today, it is absolutely necessary for a politician to obtain votes or support from organized labor, particularly from the CIO. The boss politician who hankers after national office must absolutely have to fool large numbers of workers into voting for him.

Stassen An Ugly Name

By informing the CIO movement from coast to coast of the progress of this struggle for democratic industrial unionism, Local 544-CIO has been able to expose Stassen for the demagogue he is. Stassen is today an ugly word in the ears of millions of workers throughout the nation. "That governor you have in Minnesota is sure a stinker," a California auto worker wrote us last week. "The Minnesota labor law is the most god-awful thing we ever heard of," a coal miner from Indiana told us.

It is well that the nation's workers take Stassen's measure at this time. They will be prepared to greet him should he venture out on the sea of national politics. Simply by publicizing widely his record in the dispute between the Minneapolis drivers and Tobin, Local 544-CIO has made it impossible for him to receive anything but contempt from the nation's workers. The governor can be assured that Local 544-CIO and its many friends within the national CIO will see to it that the governor's action to deny democratic elections to the Minneapolis drivers will be brought to the attention of workers everywhere. This is a job we like to do, and we whistle while we work.

Yes, the sturdy labor bureaucrat in Indianapolis and the slick demagogue in the Minnesota state capitol are surely premature in their exchange of congratulations. They have struck a foul blow, but 544-CIO will yet win the war.

What Stassen Certified

When Governor Harold Stassen, moving through his state labor conciliator, made public his decision to try to hand the Minneapolis drivers on a platter to Tobin, the governor does much more than deny the drivers their petition for democratic elections. When Stassen certifies the Tobin union, he also certifies all the criminal actions of which the Tobin machine is guilty in Minneapolis.

For the benefit of our readers in the city and nation, we briefly list a few of the things that Stassen certifies, and thus blesses with his approval:

1. On July 20th a gang of Tobin organizers were jailed in Hill City, Minnesota, for trying to murder a farmer and steal a truck.
2. Early in August an independent trucker and his helper narrowly escaped death when fired upon by gunmen, commonly believed to be Tobin imported hoodlums.
3. August 7th two Tobin organizers were caught in the Nicollet hotel assaulting a nurse.
4. August 9th Tobin organizers Beeler, Buckley and Smith attacked Alderman Pratt and his brother in a downtown cafe.
5. Three days later the above three Tobin hoodlums were captured in Eau Claire where they beat up another man. The dope, marihuana, was found in their possession.
6. For weeks three hundred imported Tobin gunmen and hopheads swarmed the streets of Minneapolis, beating up and intimidating drivers and warehousemen, collecting AFL dues and signatures at the point of guns.
7. Tobin denies democracy to the Minneapolis drivers. He installs a receiver in the city, who appoints union officers and refuses to permit the membership to choose its own union, its own officers, or to determine union policy.
8. Tobin connives with the bosses and Stassen to put over back-door sell-out contracts on the membership, refusing to permit the drivers to vote on the contracts.
9. Tobin connives with Roosevelt to obtain federal indictments against 16 members and leaders of Local 544-CIO, for an alleged "conspiracy to overthrow the government."
10. Tobin moves through the Department of Immigration to bring about the arrest of Carl Skoglund, 544-CIO organizer, who is held for deportation on bail of \$25,000.

11. Tobin's chief carpetbagger, Sellout Casey (who has since fled the city) denies the drivers their democratic rights to an election, with the cynical statement "One does not flip a coin to determine whether another person is entitled to possession of one's own belongings."

12. Tobin, in an effort to force the rest of the AFL movement to support his criminal brand of racketeering craft-unionism, induced the AFL Executive Committee to

GANGWAY!

On the National Picket Line

Marvel Scholl

A major problem facing the American organized labor movement today is the priority unemployment which is sweeping the nation like a vast tidal wave. The very existence of such a condition, widespread unemployment and want in the midst of the greatest industrial boom this country has ever seen, seems almost incomprehensible at first glance. Yet it is the logical result of the war-time dislocation of industry deliberately induced by big monopoly corporations.

American Big Business, and its servant, the Roosevelt Administration, are determined to defend and retain control over world markets—but that defense must not cost the monopolists one cent of their sacred profit. They are determined to defend "our way of life" to the last drop of blood of the last American worker and farmer. But they are not willing, in that process, to give up any of the stupendous profits which they are reaping as a result of the defense program.

It is claimed that there is a shortage of essential raw materials—steel, aluminum and bauxite, tin, rubber, etc.—and that this shortage necessitates a drastic reduction in the manufacture of consumer goods in order that all available raw materials can be used for the manufacture of implements of war. There is such a shortage, and as a result, hundreds of thousands of non-defense workers are soon going to be unemployed. By December, 250,000 auto workers will be pounding the streets. 150,000 silk workers are already or soon will be out of work. More thousands of workers already or soon will be out of work. More thousands of workers now engaged in the making of electrical home appliances, refrigerators, washing machines, radios, etc., will feel the pinch of hunger even before winter sets in.

There is a good reason for the shortage of raw materials—greed. The same terror word can be given as the reason for the lack of plant expansion, which is another evidence of this war-time dislocation of production.

About a year ago officials of the Aluminum Company of America (ALCOA) testifying in an

anti-trust action brought against them, said that there was an ample supply both of processed aluminum and bauxite, the ore from which it is derived, in this country. More recently the OPM has worked hand and glove with ALCOA to prevent any disturbance of that company's monopoly over the aluminum industry. Still more recently the government sent out a frantic plea to the housewives of the country to give up their aluminum pots and pans so that the building of airplanes could go on.

Roosevelt himself endorsed the Dunn report which stipulated that the present steel production capacity was sufficient to meet the needs of both civilian and defense buildings. Now the OPM has ordered the auto industry to cut its production to less than 50% of that for December 1940. On Sept. 11 the OPM announced that steel capacity would be stepped up 20%, but the New York Times, commenting on the order, said—

"Some defense officials... doubt that any expansion will be authorized... until all of the steel required for this increase in capacity is taken from civilian supplies..."

Some time ago a new synthetic rubber, superior to the natural product both in that it is cheaper to produce and stronger, was discovered. The rubber barons quickly bought up the patents so that this new product would not disturb their price control and market. Now there is a shortage of raw rubber. About 90% of all the rubber used here is imported from the Dutch East Indies—where Goodyear and Goodrich hold vast plantations of rubber trees.

OPM reported recently that there was a good stock pile on hand of mica—an essential in the manufacture of radios. On May 20, Metal Reserve Corporation revealed that there is practically no mica on hand, and that the only stock pile available is in India. OPM also assured the people that there was a good supply of tin available. Metal Reserve Corp. again revealed that this is not true. The present supply of tin, which is also imported from the Dutch East Indies, will last for about four months—if there is no increased demand.

The steel, rubber, aluminum producers, the airplane and auto manufacturers, munition makers, in fact, all of the industrialists, have fought tooth and nail against expansion of their plants to speed up the defense, if that expansion means spending one penny of their stupendous profits. Only when the government, through amortization plans, paid for the new buildings, re-tooling, etc., did any of the "patriotic" souls expand. FOR the New York Times, has asserted TUNE MAGAZINE, in its August issue, revealed the fears of Big Business about expansion.

"It is now obvious that expansion of production facilities for steel, electricity, aluminum, and other essentials should have been undertaken as soon as the emergency was realized. But advisers closest to the OPM... reflected the fear of the several industries that the creation of vast new plant capacity would PRESENT A THREAT OF POST WAR COMPETITION." (our emphasis.)

FORTUNE, in the same article, also describes the scene in Washington, as the dog-eat-dog fight between the different capitalists progresses, each group playing for position so that it can milk the last possible drop of profit out of the defense program.

"Washington is divided into several factions." These several factions consist of the "sacrificists" who are in favor of striking down on civilian economy with no second thought to unemployment and hardships. There is the "business as usual" school which does not want to expand too quickly into war production. Then there are the "expansionists" who want an all-out war, and the "non-expansionists" who "fear what is to happen when the

CIO 1140 Whips AFL In Election

The CIO United Electrical Workers Local 1140 last week decisively smacked down the AFL in a National Labor Relations Board election held at the Mitchell Batter company. The vote was 27 for CIO, zero for the AFL.

The NLRB will conduct an election next week at the Grant Battery plant in Minneapolis, after which Local 1140 will enter negotiations with the industry.

Wage increases of 10c hourly were won for eight members of Local 1140 Monday, following a one-hour strike at the Hill Manufacturing company.

There is no change in the strike of Local 1140 against the labor-hating Machinery Manufacturing company.

There is a good reason for the shortage of raw materials—greed. The same terror word can be given as the reason for the lack of plant expansion, which is another evidence of this war-time dislocation of production.

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Little Steel, last outpost of the open shop in big industry, is this week sitting down to contract negotiations with representatives of the SWOC. This development represents a major victory, a tribute to the loyalty and devotion to the cause of unionism by thousands of workers who felt the sting of defeat in the ill-fated Little Steel strike of 1937.

The representatives of Bethlehem Steel, Republic Steel, Youngstown Sheet and Tube Co., and Inland Steel have bound themselves by contract to negotiate and sign a collective bargaining agreement with the union, after NLRB elections proved that SWOC had a vast majority of the workers within their ranks.

The negotiations are being conducted in New York, Cleveland, Youngstown, Ohio, and Indiana Harbor, Mich. Each union committee is composed of representatives from the plants, with one CIO SWOC representative at its head.

Included in the demands to be negotiated are the closed shop, check-off system, seniority, grievance machinery, the elimination of wage inequalities, and the bringing up of wages to levels now paid in union shops, and other improvements in working conditions.

Why Girdler Signs
At Republic Steel the SWOC won 28,462 votes out of 40,858 in 17 plants operated by this company.

The Youngstown Sheet and Tube company employees chose the SWOC by a majority of 15,028 out of 21,238.

At Inland Steel the SWOC won by 9,590 out of 12,759. And in eight of Bethlehem Steel's plants the SWOC won by 30,995 out of 42,656.

designate a committee to come to Minneapolis to purge the Central Labor Union.

There is a round dozen of the crimes against organized labor committed by the rotten Tobin machine. By certifying the AFL, Governor Stassen shows his approval of Tobin's kind of "unionism." The governor likes Tobin's dictatorial and racketeering style. So do the bosses. But the drivers and warehousemen despise Tobin and all he stands for. And the workers themselves will yet have the last word in this dispute.

Men of Steel Win Major CIO Victory

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show is over and the faces an uncharter faces a new world with capacities and no how to convert and them."

FORTUNE MAGAZINE today does a good job of ploding the myth of "sacrifice" which the bosses are attempting to use against workers every time the class dares to strike for wages or better working conditions. "Equal sacrifices" sacrifices of ever mounting nature for the working

During the past months several CIO have presented plans for reorganization of the auto, aluminum, electrical industries. These plans reveal unionists who are in the industries have mirable working knowledge of the problems of the industries. These plans provide for the addition of the specific industry by a council composed representatives of the management, the management labor.

One of these plans, by Walter Ruethe of the CIO, called for the production of 500 planes a day, the industry as one unit, and charged with the manufacture one specific part of an airplane the whole plane to be under one gigantic management, official organ of the industry, THE AMERICAN CHINIST, commented on their plan thus—

"The CIO Ruethe planes a day) plan to use troit capacity for aircraft been definitely rejected was rejected squarely essential features, treat of the auto industry as a firm, with work parcels in a semi-compulsory management, rather the irrelevant argument the plan could actually duce 500 planes a day."

The matter of 500 planes a day was "irrelevant" that labor wanted a management was very relevant. Relevant was the fact that under plan, vast profits would be possible. Companies now hold contracts which cannot possibly fill for years, would have to give their back log.

The truth of the matter business wants only a flow of profits. If they can that they would just as Hitler, or his American part.

There is only one way of this industrial and chaos. And that is to unions to demand they be taken out of the hands of the capitalists and the hands of the workers management. What must have is a planned production on basis of national ownership, operated by workers' control.

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UNION MEETING SCHEDULE Motor Transport and Allied Workers Industrial Union Local 544-CIO

SEPTEMBER MEETING SCHEDULE

Monday, September 1—Labor Day
Wednesday, September 3—Sausage Festival
Thursday, September 4—Greenhouse, Independent Truck Owners
Friday, September 5—Job Stewards
Monday, September 8—General Membership
Tuesday, September 9—Lumber
Wednesday, September 10—Marble, Wholesale Liquor
Friday, September 12—Wholesale Grocery
Sunday, September 14—Over-the-road, city pickup, truckmen and road drivers who come under the area contract, 2 p. m.
Monday, September 15—Furniture Stores, Coal, Paper and Printing

Thursday, September 18—Test Awaiting: Newspaper, 10 a. m.
Friday, September 19—Job Stewards
Monday, September 22—Material
Tuesday, September 23—Material
Thursday, September 25—Material
Friday, September 26—Cold Storage and Produce
Seniority Committee meets Tuesday at 7 p. m.
Committee meets each Tuesday Friday at 7 p. m. All regular meetings start at 8 p. m. unless otherwise indicated.
Ice Drivers—2nd Monday, September 22, 8th Day Laborers
Warehousemen—2nd Tuesday, September 23, 8th Day Laborers